

Freight Mobility Strategic Investment Program

Criteria

Summary of Evaluation Criteria:

	<u>Weight</u>
Freight Mobility for the Project Area	35 Maximum
Freight Mobility for the Region, State, & Nation	35 Maximum
General Mobility	25 Maximum
Safety	20 Maximum
Freight & Economic Value	15 Maximum
Environment	10 Maximum
Partnership	25 Maximum
Consistency with Regional & State Plans	5 Maximum
Cost	10 Maximum
Special Issues	8 Maximum
	188 points

Freight Mobility for the Project Area 35 Maximum

Reduce truck, train or rail car delays	0-25
Increase capacity for peak hour truck or train movement	0-10

Freight Mobility for the Region, State, & Nation 35 Maximum

Importance to the regional freight system & regional economy	0-10
Importance to state freight system & state economy	0-10
Direct access to ports or international border	0-10
Provide a corridor/system solution	0-5

General Mobility 25 Maximum

Reduce vehicular traffic delay	0-10
Reduce queuing & backups	0-7
Reduce delay from use of alternative railroad crossing	0-5
Address urban principal arterials	
• Urban principal arterial	3
• Otherwise	0

Safety 20 Maximum

Reduce railroad crossing accidents	0-5
Reduce non-railroad crossing accidents	0-5
Provide emergency vehicle access	
• Essential access route	5
• Otherwise	0
Close additional related railroad crossings	
• 2 or more additional crossing closures	5
• 1 additional crossing closure	3
• No crossing closures	0

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<u>Freight & Economic Value</u>	<u>15 Maximum</u>
Benefit mainline rail operations	
• High	5
• Moderate	3
• Minimal	1
• Negligible	0
Access to key employment areas	0-5
Support faster train movements	0-5
<u>Environment</u>	<u>10 Maximum</u>
Reduce vehicle emissions	0-5
• 1.0 x delay in attainment area	
• 1.5 x delay in non-attainment area	
Reduce train whistle noise in crossing vicinity (number of sensitive receptor sites)	0-5
<u>Partnership</u>	<u>25 Maximum</u>
Matching Funds (35% match is required)	20 maximum
• Public sector participation	(1 point for every 4% of match after initial 20%)
• Private sector participation	(1 point for every 2% of match after initial 20%)
Critical timing of partner investments	0-5
<u>Consistency with Regional & State Plans</u>	<u>5 Maximum</u>
• Regional transportation plan	3
• State level transportation plan	2
• Not in regional or state transportation plan	0
<u>Cost</u>	<u>10 Maximum</u>
Cost effectiveness (reduced delay time/project cost)	0-7
Degree to which least-cost alternatives are considered	0-3
<u>Special Issues</u>	<u>8 Maximum</u>
Address special or unique circumstances not otherwise addressed	0-8